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Palmetto AVIATION

Volume 38, Number 5

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May 1986



Civil Air Patrol Cadet Jack C. Suber was presented the Amelia Earhart Award recently by Maj. Gen. Robert B. Solomon, Ft. Jackson commanding general. Cadet Suber is a member of the Columbia Composite Squadron which meets at Ft. Jackson.

Ninth airports conference at Hilton Head Nov. 12-14

The ninth annual S.C. Airports Conference will be held again this year at Marriott's Hilton Head Resort, Hilton Head Island.

The conference will begin on Nov. 12 and end on Nov. 14. Please plan to attend and mark your calendars now. Details will follow in future issues.

Assisting the Aeronautics Commission staff this year is a planning committee made up of nine persons from throughout the state. Included are: Tee McWhirter, Lancaster County Airport Commission; Dick Graham, Director of Greenville-Spartanburg Jetport; Joe Frasher, manager of Greenville

Downtown Airport; Jim Hamilton, owner of Midlands Aviation and member of the S.C. Aeronautics Commission; Ralph Strong, Director of Williamsburg County County Airport and county development director; Robert Pasqualichio, director of Myrtle Beach Jetport and Todd Crawford, deputy director of the airport; Terry Leary, Beaufort County Deputy County Manager and Fran Delozier, manager of Ginn Air at Hilton Head.

In the weeks to come, this committee will be making recommendations on conference topics, workshops and speakers, as well as a program for spouses.

Columbia FAA office open Mondays

(Editor's note: Mr. Youngren sent the following for inclusion in this month's Palmetto Aviation to explain why the Columbia Flight Standards District Office will no longer be open to the walk-in public Tuesday through Friday.

By **LARRY YOUNGREN,**
manager
**Carolina Flight Standards
District Office**

During the last few years the aviation industry in South Carolina has grown while the number of FAA inspectors in the Columbia Office has decreased. All of our inspectors have a management responsibility to ensure safety in air transportation is maintained at a high level. In addition to that responsibility, we are required to assist the National Transportation Safety Board in accident investigation and also serve the public.

In order to improve our efficiency and better serve you and the aviation industry, inspectors will not be available without an appointment on Tuesdays through Fridays. Mondays we will have inspectors in the office to assist you without an appointment.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Record flight planned in pilot-pedaled plane

It should be a sight all right: a young man or woman pedaling a featherweight, motorless airplane just above the tops of the waves all the way from the isle of Crete to the mainland of Greece.

That's 69 miles, more than triple the distance record for such craft. But sponsors say it will be done.

A feasibility study has shown the plane can be built and a properly trained athlete can power it for the four to six hours required, John Langford, manager of the "Daedalus Project," said at a news conference at the Smithsonian Institution's Air and Space Museum.

The project, co-sponsored by the Smithsonian and the Massachusetts Institute of Technology, will next build a prototype plane designed to break the human-powered distance record of about 21 miles, Langford said.

Then, perhaps as soon as next spring, the Greek flight would be undertaken, modeled at least in spirit on the ancient myth of Daedalus escaping from prison on Crete by flying to the mainland with wings he had fashioned.

"History records many more poetic, romantic and mythical references to flight than descriptions of vehicles capable of achieving it," says a summary of the feasibility study. But such flights are now within modern, technological man's grasp, sponsors say.

The Smithsonian's interest, according to a statement, is "to stimulate improvement in aircraft structures, aerodynamics and vehicle design; to advance understanding of the limits of human performance and to increase awareness of the connections between art and science and between technology and Western culture."

And then there's the simple romance of it.

The project, said museum director Walter Boyne, "loops from pre-history to the future in a glorious way."

The current human-powered flight record was set in 1979 on a flight across the English Channel by the Gossamer Albatross. An earlier version of that plane, the Gossamer Condor, hangs in the museum along-side and above aircraft spanning this century from the Wright Brothers' plane to space capsules.

The Daedalus project plane will use even lighter, stronger materials. It will weigh just 68 pounds, its tiny body crossed by a needle-like wing with a span of 102 feet.

It should go 50 percent faster than earlier craft while using less human power. But it will still take plenty of energy, requiring an estimated effort equal to pedaling a bicycle 20 mph for four or more hours on land.



The FAA will change the frequency of the Charlotte VORTAC to 112.8 on or about May 8. Please make a note on your chart.

Charleston, Greer, Laurens students win aviation essay contest

Students from Charleston, Greer and Laurens were state winners in the third annual National Aviation Awareness Contest.

Tim Whatley, 18 from Charleston Heights; Renae Edwards, 13, from Greer and Greg Ridlehuber, 9, from Laurens, won the senior, junior and intermediate categories in the contest which required the entrants to research and write a paper on "Aviation in My Community."

The contest was sponsored by the Federal Aviation Administration (FAA) and the S.C. Aeronautics Commission to stimulate thinking about aviation, its effects on people's lives and the economy of the nation. The contest was open to all students from the fourth through the 12th grades.

Whatley, a senior at Gordon H. Garrett High School, won with an essay which described his introduction to aviation and subsequent flight training which led to his first solo. As a result of that exposure, Whatley has decided to become an Air Force pilot.

"In summary, by finding out about aviation in my community, I was given a path to follow in life and a goal to accomplish," Whatley wrote.

Miss Edwards, an eighth grader at Blue Ridge High School, won with an essay which described the importance of aviation in her community.

Greg Ridlehuber, a fourth grader at E.B. Morse Elementary School, won with his essay which described the benefits of the local airport to Laurens County.

"Although the airport in our county is small now, it doesn't have to stay that way," Greg wrote. "Every citizen should work for improvements because everything that helps the airport improve the business needs of our community will help us either directly or indirectly."

The three South Carolina winners will compete in the Southern regional competition. Eventually, a national winner will be selected in each category. The senior national winner will receive a \$1,500 college scholarship award or cash prize and the junior and intermediate winners will each receive a \$500 savings bond or cash prize.



CAP Cadets dine out at 'O' club

The Cadet Advisory Council for the SC Civil Air Patrol sponsored their First Dining Out, with plans for this to be an annual affair.

The Dining Out was held April 5 at the Ft. Jackson's Officers Club and resembled its active duty counterpart with the formal mess dress, ball gowns and the 'grog bowl'.

The guest speaker was the SC Liaison Officer, LTC Roger Rucker. He gave a presentation on a C-5A special project.

Civil Air Patrol members from throughout the state attended this affair which included a prime rib supper and a disc jockey who played an arrangement of music to keep the dance floor alive. A very enjoyable evening was had by the attendees and special thanks go to the Council for their hard work in making this a success.

Breakfast Club



The Breakfast club meeting on Aug. 10 has been changed from Daniel Field, Augusta, to Newberry County Airport, and the Aug. 24 open date has been filled with Lexington County Airport. All dates for the remainder of 1986 have been filled.

- May 4** Florence City-County, Florence
- May 18** Laurens County Airport Laurens
- June 1** Eastwinds Airport, Columbia
- June 15** Twin Lakes Airport, North Augusta (father's day)
- June 29** Corporate Airport, Pelion
- July 13** Fairfield County, Winnsboro
- July 27** Lugoff (grass strip off 601)
- Aug. 10** Newberry County, Newberry
- Aug. 24** Lexington County
- Sept. 7** Jekyll Island Airport, Jekyll Island, GA
- Sept. 21** Huggins Field, Timmonsville
- Oct. 5** Oswalt House Movers Field, Batesburg
- Oct. 19** Woodward Field, Camden
- Nov. 2** Orangeburg Municipal, Orangeburg (Election of Officers)
- Nov. 16** Dabs Field, Sumter
- Nov. 30** Walterboro Municipal, Walterboro
- Dec. 14** Sumter Municipal, Sumter
- Dec. 28** Greenville Downtown, Greenville

Bamberg seeking FBO

Bamberg County Airport is seeking a fixed base operator. Interested parties are asked to send resumes or proposals to P.O. Drawer 149, Bamberg, S.C. 29003.

Indications of interest should be received by June 1, 1986. Information may be obtained by calling 245-5191 or 245-4375.

Angel Derby open to men this year

Men will vie with women pilots in the 1986 International Air Race, also called ANGEL DERBY.

Since 1949, women only, have competed in the all-woman race. But after participating in a race managed by the International race organizers last October, the men asked to be included in future such events. "We are happy to have them. We wish them luck and hope they give all the lady pilots a good run for their money," said Virginia Britt, Coordinator of the race.

The ANGEL DERBY will fly May 24-27 between Columbus, Ohio and Nassau, N.P.I., in The Bahamas. The 1500-mile course includes enroute checkpoints at Cincinnati, OH; Nashville (Symrna), TN; Athens, GA; and Gainesville and Ft. Lauderdale, FL before turning seaward to Rock Sound on Eleuthera Island.

The event is a speed/time/distance competition for all licensed pilots flying stock model, non-turbo aircraft from 146 to 600 horsepower manufactured after January 1, 1960. Pilot-in-Command must hold an instrument rating.

Winners will be determined by a best speed over handicap formula. \$15,000 in prize money will be presented to the top ten finishers at an Honors and Awards banquet in Nassau, with \$7,000 going to first place.

Sponsored by the Government of The Bahamas, the race is sanctioned by National Aeronautic Association and conducted under the international rules of the Federation Aeronautique Internationale.

AOPA REQUESTS 36-MONTH THIRD CLASS MEDICAL

Both the government and private pilots would save millions of dollars without compromising safety under a proposal by Aircraft Owners and Pilots Association (AOPA) to extend the duration of the third-class medical certificate from 24 to 36 months.

John L. Baker, president of AOPA, the nation's largest pilot organization, noted that the concepts presented in a petition to the Federal Aviation Administration "have been endorsed by the AOPA Medical Advisory Panel and are borne out by current medical opinion, which is shifting away from annual physicals to three- to five-year check-ups."

In addition, Steven J. Brown, AOPA's director of airmen standards, pointed out that "National Transportation Safety Board data indicates that only a fraction of one percent of accidents involving third-class certificate holders are due to undetected disease or pathology. Our

petition modernizes the regulation by recognizing the improved health of the airmen population since the inception of the current 24-month rule about 28 years ago," Brown said.

The 265,000-member AOPA said that the FAA, by adopting the proposal, could cut 20 percent of its costs to administer the third-class medical certification system, and at the same time eliminate processing backlogs. Private pilots would save nearly \$13 million a year by undergoing examinations every three years instead of the current two-year interval.

"In light of the cost reductions required by the Gramm-Rudman balanced budget legislation, these savings to FAA are particularly important. Saving 20 percent of the cost of one program that does not impact on safety would mean additional money the FAA could use for important safety-related activities threatened by Gram-Rudman," Baker said.

Fly-A-Controller program gets good reviews

Hundreds of air traffic controllers around the country have already participated in the AOPA-sponsored, FAA-endorsed Fly-A-Controller program by going on familiarization flights with general aviation pilots.

"The response from pilots and controllers alike has been extremely positive and gratifying," said Aircraft Owners and Pilots Association president John L. Baker. "In just the four months since the program began, many hundreds of air

traffic personnel from control towers, air route traffic control centers and flight service stations have experienced the airspace system from the front seat of a general aviation aircraft. We've received glowing reports about the program from both controllers and pilots."

Baker said that AOPA members had responded enthusiastically to the program, with hundreds of queries and flights made in just the first few months. "We know of members who plan on flying all the personnel from large flight service stations, and at least one member has taken controllers on a balloon familiarization flight. Others have taken up their mayors or city councilmen in addition to flying controllers."

Paul H. Smith, director of the AOPA Air Traffic Control department, said, "the Fly-A-Controller program has been and continues to be such a success that we've had specific requests from airway facilities technicians as well as military air traffic personnel to participate in the program.

Shaw AFB gets T-37 jets

Shaw Air Force Base recently took delivery of the first of 29 T-37 forward air control jet aircraft which will replace the propeller driven O-2As.

"The T-37 has an exceptional record of reliability and maintainability and it brings the TAC systems completely into the jet era," said Gen. Robert D. Russ, commander of the Tactical Air Command.

Forward air control aircraft are used to spot targets and direct strikes by fighter aircraft.

Russ said T-37s will also replace O-2As at U.S. bases in Alaska and Panama.

Avgas prices too high AOPA says

The president of the 265,000-member Aircraft Owners and Pilots Association has complained to major oil companies about the disparity in price decreases between aviation and automotive fuels. "It is unreasonable to have one product, automotive fuel, decrease dramatically in price and have another product, aviation fuel, decrease only fractionally in price when both are refined from the same barrel of crude oil," AOPA President John L. Baker said in a letter to the companies.

"The price of avgas has decreased an average of only three cents per gallon during a time when automotive fuel has decreased an average of 25 cents a gallon. We are seeking an explanation of this inconsistent pricing trend in automotive and aviation gasoline prices," Baker wrote.

At the same time, Baker announced that AOPA will keep its membership informed of avgas fuel prices nationwide by publishing the AOPA Fuel Watch in **AOPA Pilot** magazine. Fuel Watch had been a subscription service to provide AOPA members with avgas prices charged at airports by fixed-base operators all over the country.

Pelion to dedicate airport next month

The town of Pelion will hold a dedication ceremony for Corporate Airport next month and has invited the Breakfast Club and state and local officials to take part.

Pelion Mayor Elsie Rast Stuart said the airport terminal building is now finished except for air conditioning.

The June 29 ceremony will begin at 10 a.m. The Pelion Ruritans will cook breakfast for everyone and S.C. Aeronautics Commission Director John W. Hamilton is expected to say a few words.

McEntire open house May 24th

McEntire Air National Guard Base is having Armed Forces Day festivities on Saturday, May 24th.

Civilian flyers are invited to come and bring their aircraft but are cautioned to arrive before 10 a.m. The field will be closed to civilian traffic at that time.

Mayor Stuart said the airport qualified for federal funds in February and will seek a 90 percent FAA grant for runway lighting.

"We are looking for a consultant to update our master plan for the airport and then we may be able to get some federal funds," she said.

The mayor said one of the main reasons she wants the airport to grow is to entice industry.

"It's a big attraction to industry," she said. "We have had people interested but the lack of runway lights has been a hindrance. So many of our young people have to leave the area due to lack of work. New industry would help solve that problem."

The airport runway used to be the Palmetto Dragstrip until the early 1970s when the owners, Ed Youngblood and Pete Montfort, gave the land to the town.

"It's been an ongoing project for us since 1973," Stuart said. "But we are not in debt. We've built up and renovated as the money has been available."

The airport has a small terminal building, one hangar and a paved 4,350 foot runway.

GA posts best safety record in 25 years

The Mid-Atlantic Regional Representative of the Aircraft Owners and Pilots Association (AOPA) told a Hilton Head pilot safety meeting recently that general aviation pilots had the best safety record in 1985 that they had had in 25 years.

According to statistics compiled by AOPA and the National Transportation Safety Board, general aviation showed a nine percent drop in accidents nationwide, compared with 1984, according to Kenneth W. Medley.

In South Carolina, there was an 11 percent reduction in general aviation accidents and the number of S.C. pilots involved in those accidents was down 21 percent.

According to Toney Goble of the FAA's flight Standards District Office in Columbia, general aviation fatalities in the state were down 50 percent last year as well.

Medley said that while most people remember that 1985 was the "bloodiest in aviation history," the accidents that made the headlines largely involved commercial aircraft.

He added that general aviation's safety record was even more impressive, given that this category of aviation accounted for 80 percent of the nation's flights and transported about half a million people daily. In all, the nation's general aviation pilots flew 32 million

hours in 1985.

Goble and Medley said that the accidents that do happen are generally the result of pilots taking short cuts or "showing off."

"You might think that it is the lousy pilot, the guy who bounces on the runway that causes the accidents," Medley said. "But more often, it's the conscientious pilot who tries to save time or pushes his ability that gets into trouble."

He added that about 40 percent of all general aviation accidents are caused by pilots flying in poor weather conditions. Another 40 percent of the general aviation accidents occur during landings, he said.

Behavior of water in aviation fuel

(Editor's note: The following information was reprinted from the most recent FAA advisory circular dealing with water in aviation fuels)

Water occurs in aviation fuels in two forms: dissolved and free. All aviation fuels dissolve water in varying amounts depending upon the fuel composition and temperature. Dissolved water in fuel is similar to humidity in air.

Lowering fuel temperatures will cause dissolved water to come out of solution as free water somewhat like fog comes out of air. The creation of free water occurs at a rate of about one part per million per degree fahrenheit.

Dissolved water is not a problem for aircraft operation as long as it remains in solution. Dissolved water cannot be removed by filtration but can become free water with temperature change. Once free, it can cause operating problems.

Any water in excess of that which will dissolve is called free water. Free water

can appear either as water slugs or entrained water. Water slugs are a relatively large amount of water appearing in one body or layer. A water slug may be a pint or less or may be measured in gallons depending on the capacity of a fuel tank.

Entrained water is suspended in tiny droplets in the fuel. Individual droplets may or may not be visible to the naked eye, but they can give the fuel a cloudy or hazy appearance depending upon their size and quantity.

When a water slug and fuel are violently agitated, entrained water results. Entrained water will settle out in time depending upon the droplet size, specific gravity and viscosity of the fuel and currents within the tank. Entrained water may also be formed by the lowering of the temperature of a fuel saturated with dissolved water.

New Airport at Summerville Seeking FBO

Dorchester County is taking bid proposals from persons who would like to be the Fixed Base Operator (FBO) at the new Dorchester County Airport at Summerville.

The Dorchester County administrator's office has a bid package available for those who would like to submit bids. Interested persons should call 577-2010 to receive a package. Bids will be opened June 6 at 2 p.m.

The airport will be completed in July or August. It will include a paved, lighted 3,700 foot runway. The county will furnish a 4,000 square foot maintenance building, 750 square feet of office space and a fuel farm with avgas and jet fuel.

AOPA calls for removal of FAA from DOT

Charging that "bureaucratic inertia and political pressures have destroyed the FAA's ability to respond effectively to user needs," AOPA President John L. Baker today called for the removal of the Federal Aviation Administration from the Department of Transportation.

Testifying before the House Appropriations Subcommittee on Transportation, the president of the 265,00-member Aircraft Owners and Pilots Association said FAA should be restored as an independent government agency with the autonomy to manage its own planning, operations and finances.

"The Office of the Secretary of Transportation is delving deeper and deeper into the day-to-day function of individual agencies, and the FAA has become just a subset of the OST staff. It is time to remove the FAA from under the DOT umbrella to allow it to better serve the unique needs of aviation," Baker testified.

In a message to AOPA members prepared simultaneously with his Congressional testimony, Baker said that the original purpose of a Department of

Transportation to provide better control, planning, and political responsiveness for all modes of transportation has gone awry. It began with several hundred employees but has grown into an organization "with an insatiable appetite for control, people and money, with 1,096 employees and is expected to spend \$97 million in fiscal year 1986."

Most alarming, he said, "DOT has long lost sight of its original purpose, intermodal planning and coordination. It now seeks to micromanage every facet of every mode of transportation with neither the talent nor the insights necessary. And the devastating result is destruction of the morale and initiative of the various specialized agencies with the resulting loss of effectiveness and responsiveness necessary for them to function."

"In aviation, we are suffering more severely than any other mode. We increasingly see ambitious amateurs of the DOT making the decisions of technical, safety, personal and operating practices for which they are not qualified," Baker told the AOPA membership.

In addition to re-establishing the FAA

as an independent agency, Baker said in his congressional testimony that a second step needed to strengthen U.S. aviation planning and development is to allow the Aviation Trust Fund to be spent for its intended purpose, funding capital improvements for America's aviation infrastructure. "We do not advocate throwing Trust Fund assets at ill-defined problems," testified Baker, "but there has to be some mechanism available for the appropriations process to be more responsive to the needs of the National Airspace System."

The AOPA president also told the congressional subcommittee that the partitioning of flight service stations, as well as FSS personnel cuts, is unacceptable. "Further reducing FSS staff will lower service to an unsafe level," said Baker.

Baker also supported full funding for installation of Loran-C ground stations. "Loran-C provides accurate low-level navigation and instrument approaches where none would otherwise be possible," said the AOPA president.

Federal legislation seen as solution to skyrocketing product liability insurance

(Editor's note: Dean Harton, President of Hawthorne Aviation in Charleston, recently wrote Sen. Strom Thurmond asking his support of federal legislation to halt the rising cost of product liability insurance.

"It appears that federal legislation is the only thing that will save the general aviation industry with regard to product liability.

ty. For this reason, I believe that we should all support appropriate legislation with our full energy," Harton wrote. The bill Mr. Harton refers to in his letter was introduced by Congressman Dan Glickman, D-KS,. See the article in the next column for a basic outline of the bill's key points.)

April 2, 1986

Senator J. Strom Thurmond
Room SR-Senate Office Bldg.
Washington, DC 20510

Dear Senator Thurmond:

The issue of skyrocketing product liability insurance costs has reached a critical stage for the general aviation aircraft industry.

Our aircraft and parts supplier, Piper Aircraft Corporation, currently pays more than \$75,000 in liability insurance costs for each airplane it produces. This compares with a 1979 cost of \$1,100 per plane built. Obviously, something has to be done. As a concerned citizen, I seek your support on this serious issue.

Courts throughout our land continue to award unreasonably large settlements to individuals and as a result Piper and the entire general aviation industry have suffered tremendously. New aircraft sales at Piper are less than 10 percent of what they were six years ago. A big factor in that decline has been the significant increases in insurance costs, which have driven up manufacturers' costs (product liability insurance costs are double those of direct labor costs in the production of an airplane) and new aircraft prices dramatically.

Product liability costs are the biggest obstacle in our industry's return to health. I urge you to support reforms to our nation's product liability laws, particularly with respect to general aviation. Such standards should, of course, fairly compensate injured parties for their damages, but without punishing defendants beyond their degrees of fault.

On behalf of Hawthorne and Piper Aircraft Corporation, I believe the first essential step to restore some equity to our tort system has been taken: HR-4142, the General Aviation Tort Reform Act, as introduced in the House on February 6, 1986. I urge you to review this balanced bill and to give it your full support.

Thank you for your consideration.

Sincerely,

Dean Harton
President

Most agree GA needs tort reform

Aircraft Owners and Pilots Association recently sponsored a two-day symposium on general aviation product liability. The general aviation community is almost unanimously in agreement that product liability costs are stifling the industry, and that something must be done if general aviation as we know it is to survive.

The symposium brought together more than 70 key leaders in the product liability debate: manufacturers, insurers, plaintiff and defense attorneys, consumers, and legislators.

Two themes consistently ran through the symposium: general support for the bill proposed by Rep. Dan Glickman (D-Kansas), and overall support for the need for tort reform.

The bill introduced by Congressman Glickman was called an interesting, well-crafted piece of legislation. It has the general support of the AOPA (with some changes), the EAA, the manufacturing industry and the insurance industry. It is called the "General Aviation Tort Reform Act of 1986." Basically, the bill:

- confirms the basic rule of liability—its does not abandon liability.

- puts strict liability on manufacturer and design.

- provides for joint and several liability. Presently each person who may have played any part in an accident can be held 100 percent responsible. H.R. 4142 will cause concert between the manufacturer and all suppliers of his parts, avionics, etc.

- Statute of Repose. The manufacturer should not have to insure forever, nor for events outside his control. The bill specifies 12 years as the limit. By stabilizing the amount of time, legal defense costs will be reduced.

- Safety improvements cannot be used against the manufacturer for previous models. State-of-the-art design at the time of certification will be a defense.

- Punitive damages. The plaintiff always asks for punitive damages because it allows the plaintiff to bring out assets and insurance coverage of the defendants in the trial. The bill states that evidence of defendants' assets cannot be entered until the applicability of punitive damages has been proven.



**SOUTH CAROLINA
AERONAUTICS COMMISSION**
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Aviation Calendar

May 10--Charleston AFB open house and air show featuring the Air Force Thunderbirds, Army Golden Knights, C-141 demo and static displays. From noon to 6 p.m.

May 10--FAA/AF Safety meeting, 11 a.m., building 54, Hill Boulevard, Charleston AFB. Held in conjunction with open house and air show. Presentations by military safety office, FAA and AOPA. Sponsored by 76th Military Airlift Squadron and Columbia FSDO.

May 24--Open house at McEntire Air National Guard base. Civilian aircraft must arrive before 10 a.m.

May 24-27--Angel Derby Air Race from Columbus, OH to Nassau in the Bahamas. Open to men this year for the first time. Contact Peggy Sanders. (305) 771-6827.

May 29--FFA Safety Meeting, Greenville TEC, 7 p.m. "Back to Basics on Landings, Parts II and III." Sponsored by the Foothills Chapter of the 99's.

June 7-8--Navy Blue Angels Precision Flight Demonstration Team at Cherry Point Marine Corps Air Station, N.C.

July 2-6--Semi annual Lawyer-Pilots Bar Association meeting, Williamsburg, VA. Contact David E. Prewitt, Suite 1225, 1411 Walnut St., Philadelphia, PA 19102 (215) 557-9998.

July 3-6--Freedom Weekend Aloft. Balloon competition, mass ascensions, entertainment. Greenville.

July 26-27--Skyhawks Aerobatic team featured at Beaufort Water Festival, Beaufort, S.C.

Oct. 6-9--Annual Conference of the Southeastern Airport Managers Association (SAMA). Pinehurst Hotel and Country Club, Pinehurst, N.C.

Condor flight school at Lexington County

The Condor Flight School, formerly located at Corporate Airport, Pelion, has moved to the Lexington County airport.

Gerold Ellsworth offers flight instruction up through instrument instructor and aircraft rentals.

The airport, which has a 3,300 foot grass strip, is located on U.S. 321, across from the Nassau plant, about 20 minutes south of Columbia.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.